

2 C6B1

REFERENCE

COAST GUARD BULLETIN



ISSUED

MONTHLY

Volume 3

WASHINGTON, JANUARY 1948¹

Number 31

YEAR'S END FINDS ALL COAST GUARD ACTIVITIES ON FIRM PEACETIME FOOTING

The Coast Guard has just concluded its second full year of postwar operation, with a return to peacetime routine virtually completed, and the trends of the future more clearly apparent. While there has been a return to peacetime status, and operation under the Treasury Department, this has not meant a return solely to the functions assigned it in years before World War II. Principal changes have been the permanent addition to the Coast Guard of the Merchant Marine Inspection function, the assimilation of the work of maintaining aids to navigation (assigned it in 1939) and the taking on of such new tasks as ocean weather patrol, the operation of long range aids to navigation, and the newly coordinated activities known as search and rescue.

FLOATING UNITS

The Coast Guard's fleet of vessels has undergone many changes, these taking place with considerable rapidity. Chief features have been the decommissioning and disposal of certain of the older vessels, and the selection of a number of wartime craft for permanent peacetime use. Budget and personnel limitations resulted in many changes in vessel status, certain vessels being laid up or held in reserve for varying periods of time. By the end of the year,

these operating difficulties were being smoothed out, and a permanent peacetime fleet in regular operation was emerging.

Weather patrol in the North Atlantic and Pacific has now become an important and regular assignment for nine of the Coast Guard's largest cutters, with the ultimate outcome of this work hinging upon congressional action.

ADMINISTRATION

In the administrative field, certain consolidations were effected, having the effect of returning the Coast Guard to a peacetime status. The Fourth Coast Guard District, with headquarters in Philadelphia, was abolished as a separate operating unit. Units in that area were returned to the control of the Third Coast Guard District, restoring the operating plan in effect before World War II. The fourth district had been created for wartime purposes in order that the Coast Guard might more closely parallel the Navy's district organization.

The Seventeenth Coast Guard District, with headquarters at Ketchikan, Alaska, was consolidated with the thirteenth district, having headquarters at Seattle.

The North Atlantic Ocean Patrol was also disestablished, the command of all

¹ Published with the approval of the Director of the Budget.
Distribution (SDL No. 31):

A: a, b, c (5 ea); d, e, f, i (3 ea); remainder (1 ea)

B: c (14 ea); g (1 ea); e, f, h, i (5 ea); j (3 ea); k, l (2 ea); remainder (1 ea)

C: a, b, c, d (3 ea); remainder (1 ea)

D: all (1 ea)

units operating under this designation passing to the Commander of the First Coast Guard District.

As a part of the expiration of certain wartime powers, that part of the Coast Guard's authority over anchorage areas, conferred by the espionage act, was terminated during the year.

The consolidation of lifeboat stations with light stations and other small field units continues, this providing for the better control of personnel and the coordination of rescue work. Limited appropriations have made it necessary to close certain stations, to restrict certain others to limited duty, and to otherwise make rather frequent shifts in status. These fluctuations are now tending to level off, as the peacetime picture becomes more apparent.

MERCHANT MARINE INSPECTION

Three legislative enactments highlighted the significance of merchant marine inspection to the Coast Guard. Public Law 219 authorized the integration of certain former BMIN personnel into the regular Coast Guard and accordingly, commissions have been so offered on the basis of extra numbers. Public Law 27 continued the Commandant's authority to waive compliance with peacetime navigation and inspection laws as a means of furthering the orderly reconversion of the merchant marine. The Coast Guard reluctantly supported this law even though it was not in the best interests of marine safety to do so. The world shortage of passenger vessels and tankers dilemmaed the Coast Guard into permitting C-4 type freight vessels to be used for large-scale passenger carrying needs and permitting the deeper-than-normal loading of T2 and other type tank vessels.

The Administrative Procedure Act, although passed in 1946, became effective in June 1947, and thereafter precluded Coast Guard disciplinary hearing procedures for the suspension and revocation of licenses and certificates of merchant seamen. Since there is now no authority for enforcing discipline on merchant ships, more than 500 serious disciplinary cases are pending the action of the next session of Congress.

Budgetary limitations necessitated the release of many experienced marine inspectors, the reduction in inspections of Army transport vessels and boiler plants at Government reservations, and the closing of foreign Merchant Marine Details. The Department of State,

however, requested the continuance of these details and agreed to maintain them in eight foreign ports under the Diplomatic and Consular Offices.

The Commandant convened 19 "Boards of Investigation" to inquire into the major marine disasters of the year. Typical disasters: the French *S. S. Grundcamp* at Texas City; the *Markay* butane gasoline explosion at Wilmington, Calif.; the *Fort Dearborn* breaking-in-two west of Honolulu; the structural failure and grounding of the 30-year old riveted *Oakey L. Alexander* off Portland, Maine; and the *Island Queen* excursion passenger vessel explosion at Pittsburgh.

Merchant Marine safety representatives appeared before the President's Advisory Committee on the Merchant Marine, the General Committee on International Safety of Life at Sea, the Special Interagency Committee on the Hazards of Ammonium Nitrate Fertilizer, the Ship Structure Committee, and the Merchant Marine Council on matters within the jurisdiction of the Coast Guard.

Unusual administrative problems arose in connection with the costly reconversion of the *S. S. Washington* for trans-Atlantic passenger service, the State Department program for transportation of displaced persons, the certification of Navy LST's, LSM's, LCT's and LCI's as merchant-type vessels, handling of ammonium nitrate fertilizer in excess of 500 pounds, the maximum safe working pressure on western river lapped-seamed boilers, the strapping of welded T2 tankers with crack-stoppers, the employment of "war service" aliens on subsidized vessels, and the revision of various rules and regulations to reflect the scientific and technological progress of World War II.

Toward the latter part of the year, a marine inspection indoctrination course at the Academy was given to selected Coast Guard officers in preparation for their assignment to marine inspection work. This represents the initial stage of a long-range training program for merchant marine inspection.

OCEAN WEATHER STATIONS

International agreement having been reached on the International Ocean Weather Station program, funds were provided by Congress for a part of the service for which the United States has obligated itself. At the end of the year, Stations A and C in mid-Atlantic, and a station in the Pacific were being

manned by Coast Guard vessels. In addition to the weather reporting duties of these ships, several rescues were effected, notably that of the *Bermuda Sky Queen*, and the ships with their radio communication and radio navigational aids have been of substantial value to overseas air navigation.

INTERNATIONAL ICE PATROL

The Coast Guard maintained the International Ice Patrol and Ice Observation Service in 1947, but this was a season when only a moderate amount of ice moved southward into the normal North Atlantic steamship lanes. The ice patrol had outstanding value, however, as again providing data which was not available during the war years.

An important feature of the ice patrol this past year was the use of radar in locating bergs. Two types of radar were employed and the season's observations resulted in a much clearer understanding of the possibilities and limitations of radar for the detection of ice. General information on the movement of ice and the position of bergs was also obtained by means of Coast Guard planes, these being used to an extent greatly exceeding the aviation activities of other years.

SEARCH AND RESCUE AGENCY

The Agency's work during the past year has been marked by a realignment of activity coinciding with the reconversion from military to civilian operations. It has performed a useful service by making available to civilian interests all pertinent information gathered by the military authorities which was not considered as classified. In this and other respects it has served as a pool for all information on search and rescue. As civil problems are now on the increase, and military becoming more stabilized, the Agency during the past year has directed its greatest energies into the civil aviation field.

The Agency has also taken steps to make its functions better understood. It owns no equipment, but is an authority on the best procedures for search and rescue, information which it makes available to all concerned. To this end, it conducts forums, issues publications, and otherwise disseminates pertinent data.

During the past 12 months, representatives of the Search and Rescue Agency appeared before various Congressional groups, testifying with regard to general policy or the meeting of needs for

search and rescue work. It is felt that these opportunities to present the case of the agency and the work which it advocates, and other factors, have now established the fact that there is a real need for search and rescue.

The past year has also seen the international acceptance of the Search and Rescue Agency's publication on search and rescue procedure, known as JANP-300.

The Agency has just recently completed a very comprehensive study of the needs for search and rescue and of the requirements to fill these needs for both domestic and international obligations.

The year's work has also included the routine incident to supplying information on search and rescue procedures and requirements to hundreds of persons engaged in air and marine operations. Requests for information of this type have come not only from all parts of the United States but also from 23 foreign countries.

The Search and Rescue Agency participated in the international meeting in Montreal. It was also represented at the regional meeting in Melbourne, Australia, considering Pacific area matters; a meeting at Lima, Peru, concerned with the South American area; and a conference at Rio de Janeiro, Brazil, on the South Atlantic ocean area.

The Agency assisted materially in the preparation of a statement of the United States position with regard to search and rescue for the Search and Rescue Subcommittee of the Air Coordinating Committee.

AIDS TO NAVIGATION

Lighthouses, radiobeacons, lightships, buoys, and other aids to navigation have been fully returned to a peacetime basis during the past year. The many aids to navigation established during the war for purely military purposes have now been discontinued or their place taken by aids also having other uses. During the year, the Coast Guard transferred responsibility for aids at advanced Navy bases outside the continental limits of the United States, to the Navy itself. The Coast Guard, insofar as appropriations permit, is continuing to maintain certain special aids in territories where it is authorized by law or executive order to operate.

The rapid annual increase in the number of navigational aids, a feature of the war period, has now given way

to a slow annual increase substantially similar to that prevailing before 1940. The actual net increase in recent months has been somewhat obscured by the discontinuance of aids which had a wartime value only.

Principal developments during the past year have included the gradual replacement of the older types of lenses, test operation of electronic fog signals, the operation of certain radiobeacons on continuous carrier wave, and progress in the standardization of light characteristics. During the past season, there was considerable hurricane damage in the Florida and Gulf coast areas, but this was not above the average. This damage has now been mostly repaired.

The maintenance of the chains of loran stations operated by the Coast Guard has been continued within the limits of congressional appropriations. There has been some curtailment of service as United States military forces were withdrawn from various areas beyond American territory. The tendency has been to maintain stations wherever there was any peacetime commercial need for them. The policy of transferring stations on foreign soil to local authorities for operation has been put into effect. Demand for the continued operation of loran stations comes from air line operators already using such facilities, and from steamship operators weighing the advantages of installing receiving equipment.

During World War II the Coast Guard operated a large network of racon stations for the Navy. At the conclusion of hostilities these were discontinued, but during the past year 14 have been reactivated.

COMMUNICATIONS

Coast Guard communications, during the past 12 months, has been undergoing rearrangement, consolidation, and disposal of installations and equipment not necessary to peacetime work. Installations being discontinued include much mileage of land lines set up primarily for wartime beach patrol. All high-frequency direction-finder service has been discontinued, but the Coast Guard has plans to reactivate a limited number of stations for search and rescue purposes.

In the communications field, the Coast Guard is making more and more use of very high frequency, in order to reduce the interference in the frequency bands below 25 megacycles, which are overloaded.

During the past year the Coast Guard representing the Treasury Department participated in several interdepartmental and international conferences on communications. The Service had representatives at the International Telecommunications Conferences at Atlantic City, N. J. (May-October), at which the new telecommunications convention and radio regulations were drawn up.

RECRUITING

The Coast Guard has shared the recruiting difficulties and rapid turn-over of enlisted personnel with the other military services, and for several months has been engaged in an intensive recruiting drive. At the end of the year the recruiting situation had considerably improved, with the later months showing a substantial net gain in total enlisted strength.

AUXILIARY

The Coast Guard Auxiliary has been engaged, during the past 12 months, in the task of divesting itself of a great number of inactive members, who had entered its ranks during wartime, and of recruiting new members interested in the original purpose of the organization. The return to peacetime purposes has now been accomplished, and the various local flotillas have shown great interest in two new nationally promoted activities, the courtesy inspection of small boats, and the operation of classes in small-boat handling for the benefit of the general public.

ACADEMY

The return of the Coast Guard Academy to its regular schedule of 4 years of instruction resulted in 1947 passing without a graduating class. The cadets who will be graduated in 1948, however, will have had the benefit of a full 4 years of instruction instead of the stepped-up 3-year course adopted during the war years.

FLOOD RELIEF

During the past year, flood-relief work was centered largely in the Mississippi River Valley, the Second Coast Guard District rendering assistance during six major floods. While the exact type of assistance varied with the individual floods, the Coast Guard usually provided small boats for the evacuation of distressed persons, established emergency communication facilities, supplied port-

able pumps for fire fighting, delivered medical supplies, and made reconnaissance surveys by plane.

TRAINING

Training activities of the service were continued in normal manner, courses being established and discontinued as the current needs developed. The number of men in training was controlled in part by the number of new recruits, the opportunities for advancement in rating, and by the practicability of releasing men for schooling.

DISASTER RELIEF

The Coast Guard's role at the time of the Texas City explosions and fire consisted of performing such fire-fighting service as its facilities in the vicinity permitted and of providing emergency communications service. A Coast Guard communications truck was at the scene 20 minutes after the first explosion. The investigation into the cause of the ship explosions, however, came under the cognizance of the Coast Guard, and service personnel made important recommendations leading the way to the better regulation of the movement of such dangerous cargoes through the ports of the country.

Rescue of the entire passenger and crew list of the American Flying Boat *Bermuda Sky Queen*, forced down at sea by a shortage of gasoline, was the outstanding event of the year in the assistance field. The skill and judgment which made possible the transfer of all the persons aboard this ditched plane with no loss of life and no serious injury, in time of storm, and in mid-Atlantic, was outstanding. Of perhaps even greater importance was the fact that the Coast Guard Cutter *Bibb* did not just happen to be able to reach the scene, but was occupying an assigned station known to all trans-Atlantic traffic. The outcome was definite proof of the value of such station ships in the operation of over-ocean plane service.

PLANS FOR PUBLIC INSTRUCTION IN SMALL-BOAT HANDLING BEING MADE

Plans are being perfected by headquarters and the various districts for the operation, by the Coast Guard Auxiliary, of classes in small-boat handling to be open to the general public.

The first step in this program was taken at the National Conference of Auxiliary Directors and Commodores, held at Coast Guard headquarters, in Washington, in February 1947. The following recommendation was made at this meeting:

"That, in addition to the educational facilities offered by the institute and flotillas to members of the Auxiliary, practical and theoretical instructions be given to the general public. It is felt that the Auxiliary should use the knowledge and past training of its members to promote safer motorboating by having members instruct the thousands of new and potential boat owners in good seamanship and safe motorboat operation. The practical side should be emphasized, but the theoretical should not be neglected. Thus, classroom instruction should be given followed by practical demonstrations. At the same time, the way should be open for further instruction in navigation and seamanship through enrollment in the Auxiliary followed by institute courses and flotilla instruction."

The program is designed as a service to the boating public by the Coast Guard which will utilize the training and experience of the Auxiliary in the promotion of safe motorboating while at the same time providing a source of new members for the Auxiliary.

With thousands of new and potential boat owners who will soon be utilizing the navigable waters of the country for recreational and other purposes, the field for the expansion of this program is unlimited.

At the present time the Headquarters Auxiliary Division is working upon plans for this training program, as it is necessary that there be a considerable degree of uniformity throughout the country, and that the Auxiliary flotillas participating have instructors thoroughly grounded in the subjects which they are to teach. Among the problems to be met are those of providing illustrative material for lecture and classroom use, and of making arrangements for the practical demonstrations.

Headquarters instructions to its district offices, which grant wide latitude in the implementation of the plan, includes the following outline for the proposed courses. Present plans call for such classes to be inaugurated in each city where there is a Coast Guard Auxiliary flotilla during the first week in January. The classes are to be given as a public service.

FIRST LESSON

Boat nomenclature and sea terms. Should include types of boats, sail and power, general types of construction, compartmentation, ventilation.

SECOND LESSON

Marlinspike seamanship. Should include rope, cordage and its care, in addition to basic knots and splices.

THIRD LESSON

Deck seamanship. Should include mooring lines, fenders, and their use; above deck equipment; ground tackle.

FOURTH LESSON

Boat handling. Should include steering; rudiments of compass; action of rudder; action of propeller on rudder and hull; mooring and anchoring; lead line and/or soundings.

FIFTH LESSON

Rules of the Road.

SIXTH LESSON

Safety aboard the boat. Should include fire equipment and precaution; rescue from drowning and resuscitation; maneuvering for man-over-board; first aid for accidents aboard small boats.

SEVENTH LESSON

Safety — Navigational. Should include weather and what to do about it; tides and currents; signaling in case of distress.

EIGHTH LESSON

Motorboat regulations. Should also include numbering and requirements for operator's license.

NINTH LESSON

Aids to navigation.

TENTH LESSON

Care and upkeep of marine engines.

A course in Preliminary Piloting should be offered. Lectures for this course should start immediately after completion of the Basic Small Boat Seamanship Course. The following out-

line is offered for this additional instructions:

FIRST LESSON

Piloting and navigation definitions; natural terms and expressions.

SECOND LESSON

Instruments used in piloting and navigation.

THIRD LESSON

Compass and chart.

FOURTH LESSON

Simple piloting.

FIFTH LESSON

Trouble shooting with marine engines.

SIXTH LESSON

Practices and additional equipment recommended by the Coast Guard.

SEVENTH LESSON

History of Coast Guard and Auxiliary as well as the duties and purpose of each.

EIGHTH LESSON

Entrance requirements for the Auxiliary.

LORAN STATION ON SPRING ISLAND, BRITISH COLUMBIA TURNED OVER TO CANADA

The Loran station on Spring Island, British Columbia, built and operated by the Coast Guard, has now been turned over to the operational control of the Royal Canadian Navy. Canadian Department of Transport personnel, trained for the work, are operating the equipment. One Coast Guard officer and two enlisted men remain temporarily, pending completion of negotiations for the transfer of title to the equipment to Canada.

RESCUE FUNCTIONS OF COAST GUARD ESTABLISHED BY LAW 110 YEARS AGO

The lifesaving and assistance functions of the Coast Guard and the more recently defined search and rescue

duties, have been a traditional part of its work ever since the establishment of the original Revenue Marine. Official recognition of these functions, however, was not forthcoming until nearly a half century after the first revenue cutters had taken the sea. December 22, 1947, marked the one hundred and tenth anniversary of the passing of legislation officially designating the Coast Guard as a rescue agency. Six years before this, the Secretary of the Treasury had, upon his own responsibility, ordered that cutters be detailed to the work of assisting merchant vessels.

In the eighteen thirties American ships were carrying the better part of the trans-Atlantic traffic. American ships held first place as a result of the service they offered, their speed, the frequency of their departures, their safety and their regularity. This was the heyday of sail. The steamship had not yet seriously entered the race for the trade on the North Atlantic run, and the California trade, which would soon attract many of the faster sailing vessels, was still unthought of. The country was keenly aware of its maritime position, and the Government was lending much assistance to shipping. Light-houses and other aids to navigation were being increased in number, and this form of assistance was being extended into many new areas. Many improvements were also being made in port facilities, with a view of getting passengers and cargoes from harbor entrances to the docks in the shortest possible time.

There were many hazards to navigation in these days, some of them inherent in the wooden ship with no other motive power than sails, and others stemming from scarcity of navigational aids and accurate charts. Agencies for the relief of vessels in distress were, judged from present-day standards, almost entirely lacking. In fact, the opinion was still held in many quarters that maritime disasters were an advantage to wreckers and those who could get to the scene quickly.

The Revenue Marine was the only Federal agency with vessels on regular patrol. While its vessels were small, and far from numerous, considering the coast line which they had already guarded, they performed much useful service. It was therefore not surprising that the Secretary of the Treasury should establish a policy with regard to assistance and rescue work, and that Congress should also make the duty mandatory.

On December 16, 1831, Secretary McLane, Andrew Jackson's Secretary of the Treasury, wrote the Collector of Customs at Wilmington, Delaware, to prepare the *Gallatin* for sea without delay.

"In the present inclement season," the Secretary explained in his letter, "it is thought proper to combine with the ordinary duties of the cutters that of assisting vessels found on the coast in distress, and of ministering to the wants of their crews."

After fully provisioning with water, wood and other necessary supplies, the *Gallatin* was to cruise between Cape May, N. J., and Hog Island, Va., keeping as close as possible to the mainland without endangering herself. She was not to return to Wilmington until forced home by the stress of weather or the need of supplies. The cutter would speak all vessels approaching the coast with which she fell in, and give them any aid or relief they needed. Food and other stores put aboard distressed craft would be charged them at cost. The *Gallatin's* captain would accept, in lieu of cash, bills drawn by the master upon the vessel's owners or consignees. Similar orders were issued to the *Wolcott*, *Dexter*, *Hamilton*, *Morris*, *Portsmouth*, and *Swiftsure*, outlining patrol areas within the range of their home stations for the duration of the winter.

Congress legalized the Secretary's order by passing a law on December 22, 1837, authorizing the President "to cause any suitable number of public vessels, adapted to the purpose, to cruise upon the coast, in the severe portion of the season, when the public service will allow of it, and to afford such aid to distressed navigators as their circumstances and necessity may require; and such public vessels shall go to sea prepared fully to render such assistance."

The rendering of assistance to vessels in distress has constituted a continuous and vitally important activity of the Coast Guard, the work being performed by seagoing cutters, which cruised in dangerous waters or those most subject to severe storms, and responded to calls for assistance at all times.

COAST AND GEODETIC SURVEY ISSUES CHART OF SOUTHEAST- ERN U. S. LORAN SERVICE

The Coast and Geodetic Survey has just published a new edition of Chart 1001 covering the area from Cape Hatteras to the Straits of Florida, having

on the reverse side a special printing showing the loran lines of position for the same area. The reverse side is identical with the obverse except that the loran overprinting has been added.

This new chart indicates the loran service provided in the area by rates 1LO, 1H1, and 1H2. The chart may be obtained in the same manner as other Coast and Geodetic Survey charts.

LAST WOMAN LIGHTHOUSE KEEPER IN U. S. RETIRES FROM ACTIVE SERVICE

Mrs. Fannie M. Salter, keeper of the Turkey Point Lighthouse in upper Chesapeake Bay since 1925, and last woman keeper of a lighthouse in this country, will retire from active service on January 31. In so doing, Mrs. Salter will bring to a close a period of nearly 150 years during which women have been among those employed as keepers of United States lighthouses. Under existing legislation, there can be no more women keepers of lighthouses, for such work is now delegated to enlisted personnel of the Coast Guard.

Mrs. Salter, now 65, and the widow of a lighthouse keeper who had 23 years of service to his credit, has completed 22 years of service herself. She was given a Presidential appointment as a keeper of lighthouses by President Coolidge, upon the death of her husband, who at that time had been keeper at Turkey Point. This had been necessary, as it had become the Government's custom no longer to appoint women to these posts, because of the increasing complicatedness of the equipment installed at such stations. An exception was made in Mrs. Salter's case, as the Turkey Point Lighthouse had no heavy or particularly intricate equipment, being a light of secondary importance. In fact, the station had been operated by another woman, a Mrs. Brumfield, from 1873 to 1919.

The most recent of the women keepers, excepting Mrs. Salter was Mrs. Maggie R. Norvell, who tended the lighthouse known as New Canal Light Station, and located at the point where the New Canal (from New Orleans) emptied into Lake Pontchartrain. Mrs. Norvell retired in 1932 after nearly 41 years of service as a keeper. She entered the Lighthouse Service in April 1891, as assistant keeper of Head of Passes Lighthouse, La., after the death of her husband.

In the early days of lighthouse work it was not contemplated that positions

as keepers would be open to women but requests for such appointments arose as male keepers died in service leaving widows with no other immediate means of earning a livelihood. While there were probably earlier cases, it is known that there were women keepers as far back as 1830, and in 1851, Stephen Pleasonton, fifth auditor of the Treasury Department, who was in charge of lighthouse work, stated that some 30 widows of keepers had been appointed. In 1861 there were 15 women lighthouse keepers on the rolls, but this was about the peak, so far as numbers are concerned, for shortly after the Civil War, more intricate lighting apparatus, and heavy fog signal equipment began to be introduced.

In these days gone by, the duties and lives of these women keepers were often arduous in the extreme, but principally because of the great isolation of the sites on which many lighthouses were built, and the lack of modern conveniences. These women often performed acts of heroism, not unexpected where they lived so surrounded by the sea; and on numerous occasions made personal sacrifices that the signals under their charge might not fail the mariners.

It was the development of steam fog signals and their coal-fired boilers, and the later introduction of heavy duty internal combustion engines, which first placed the duties of keeper of lighthouses beyond the capacity of most women. Their gradual retirement from this field of employment was further hastened when intricate electrical equipment was placed at many stations, and when the duties of lighthouse keepers gradually came to require special training and when many of the newer stations were built offshore on submarine foundations. As these changes took place, those women who remained in the Lighthouse Service were transferred to or were retained at stations where the equipment was of a more simple type. Soon still other developments and inventions were to invade the field of the woman keeper, for in those quiet backwaters, where comparatively primitive equipment was still found adequate, it was found that automatic apparatus could be effectively substituted, and many smaller lighthouses were converted into automatically operated stations or made parts of groups of lights tended by keepers who maintained a patrol by means of smaller boats. These changes practically closed the lighthouse field to women.

Perhaps the most famous of American women lighthouse keepers was Ida

Lewis, who for years was the keeper of the Lime Rock Lighthouse in the harbor of Newport, R. I. This lighthouse, when no longer needed as an aid to navigation, was sold to a yachting organization and became known as the Ida Lewis Yacht Club. In it is preserved some of the equipment located there when Ida Lewis was keeper. The boat used by Ida Lewis is in the headquarters of the Newport Historical Society.

Following is a list of women keepers, probably incomplete:

WOMEN LIGHTHOUSE KEEPERS

Elizabeth Smith at Old Field Point, N. Y. from 1830 to at least 1849.
 Barbara Mabritty at Key West, Fla. from 1832 to at least 1861.
 Elizabeth Riley at North Point, Md. (2 lights) from 1834 to at least 1849.
 Abby Waite at Warwick Neck, R. I. in 1837.
 Ann Davis at Point Lookout, Md. in 1837.
 Eliza A. Daboll at Morgan Point, Conn. from 1838 to at least 1849.
 Mrs. M. Ingraham at Pensacola, Fla. from 1840 to at least 1849.
 Christina Witbeck at Stuyvesant, N. Y. from 1841 to at least 1849.
 Mrs. Patty Potter at Stonington, Conn. from 1842 to at least 1849.

Catherine F. Whittlesey at Lynde Point, Conn., apparently widow from 1842 to at least 1849.

Elizabeth Lusby at Turkey Point, Md., apparently widow of Robert C. from 1844 to at least 1861.

Miss C. A. Hiern at Pass Christian from 1844 to at least 1849.

Harriet C. Towner at Michigan City, Ind. from 1844 to at least 1849.

Susan Harney at Mahon's Ditch, Del. from 1848 to at least 1849.

Mrs. Demaris Weeden at Newport, R. I. from 1848 to at least October 8, 1851.

Amy Buddington at Stratford Point, Conn. from 1848 to at least 1849.

Cathrine Shook at Pointe aux Barques in 1849.

Maria Youngans at Biloxi, Miss. from 1867 to 1918, succeeded her husband.

Miranda Youngans at Biloxi, Miss. succeeded her mother, Maria.

Mrs. Maggie R. Norvell at New Canal, La. from April, 1891 to April 30, 1932, succeeded husband, served at Head of Passes, Port Pontchartrain, and New Canal.

Mrs. Rachel or Rachael Wolcott, at Marblehead (Sandusky), Ohio, widow of Benajah Wolcott, the first keeper from about 1832. Later married Jeremiah Benschooter who became the keeper.

WOMEN LIGHTHOUSE KEEPERS IN 1861

<i>Lighthouse</i>	<i>Name of Keeper</i>
Old Field Point, N. Y.-----	Mrs. Mary A. Foster.
Elm Tree Front, N. Y.-----	Mrs. Ann Harper.
Stony Point, N. Y.-----	Nancy Rose.
Rondout, N. Y.-----	Mrs. C. A. Murdock.
Stuyvesant, N. Y.-----	Ann Wilbeck.
Cow Island, N. Y.-----	Mrs. Thomas Hudson.
Bombay Hook-----	Miss M. Stuart.
Point Lookout, Md.-----	Pamella Edwards.
Sandy Point, Md.-----	Mary E. Yewell.
Turkey Point, Md.-----	Elizabeth Luzby.
Key West, Fla.-----	Barbara Mabritty.
Humboldt, Calif.-----	Sarah E. Johnson.
Windmill Point, Mich.-----	Clarinda Mott.
Eagle River-----	Mrs. J. A. Griswold.
Michigan City-----	Harriet E. Colfax.

ARMORED SCOUT CAR IS MODIFIED FOR USE ON SANDY BEACHES

To make use of surplus wartime armored scout cars, the Coast Guard has recently completed experimental work and tests looking toward the improvement of such vehicles for use on sandy beaches and other poor terrain such as is usually found in the vicinity of lifeboat stations.

At the close of hostilities the Coast Guard obtained about 50 armored scout cars (Model M3A1), declared surplus by the Army, and distributed them to lifeboat stations along the Atlantic and Gulf coasts, for use on beaches. After a short period of time, the lifeboat stations reported them as useless for the intended purpose. At this point, Headquarters Testing and Development Division was instructed to look into the possibilities of modifying the vehicles to fit them to Coast Guard work.

First step in the modification of the scout car was the removal of guns, gun mounts, much of the armor, and other parts not essential to Coast Guard use. Certain other heavy parts were removed, reducing the weight of the car to about 7,530 pounds, a decrease of about 1,740 pounds. Low pressure tires of the "earthmover" type were installed on the vehicles, in place of the original combat type tires.

From the experimental changes made in the armored scout car, and the tests conducted, it is believed that the vehicle will be suitable for use at lifeboat stations, on poor terrain such as sandy beaches, or on hard surfaced roads, carrying loads up to three-quarter ton. Plans are now being made to modify a number of the vehicles on hand.

12,000 CG VETERANS ELIGIBLE FOR HONORABLE DISCHARGE HAVE NOT APPLIED

Over 12,000 Coast Guard veterans discharged since December 7, 1941, and eligible for honorable discharges, have not as yet applied for them.

These veterans were issued "ordinary discharges" or "discharges under honorable conditions" for such reasons as physical disability, or their own convenience to accept a commission or become cadets. The regulations in effect at the time did not allow them to receive the honorable discharge certificate. They are eligible for all veterans' benefits with their present type of discharge.

The regulations under which they became eligible for an honorable discharge certificate were placed in effect on January 10, 1946, and were retroactive to December 7, 1941. In order to qualify for the honorable discharge certificate a veteran must have been discharged for one of the following reasons:

- Expiration of enlistment,
- Convenience of the Government,
- Man's own convenience,
- Dependency,
- Minor enlisted without consent—man under 18; Spar under 21 at time of discharge,
- Underage of authorized enlistment,
- Physical disability not due to person's own misconduct.

The honorable discharge certificate cannot be issued to a person convicted by a general court martial or more than once by a summary court martial. A minimum average mark of 2.75 in "proficiency in rating" and 3.25 in "conduct" is also required under the present regulations.

DECORATIONS AND AWARDS MADE SINCE OCTOBER

NAVY COMMENDATION RIBBON

FORNEY, John H., Commander.
MONAGHAN, Francis W.

ARMY COMMENDATION RIBBON

HOLTZMAN, George W., Commander.

FOREIGN AWARDS (Danish)

Von PAULSEN, Carl C., Captain.
(Cross of Commander of the Order of Danneborg, 2d Class)

CHANGES IN VESSEL STATUS

TIGER (WSC-152)

ROSE (WAGL-242)

Declared surplus and available for disposal. Vessels currently stored at Kennydale, Wash.

KUKUI (WAK-186)

Completed repairs. Departed San Francisco, Calif., on 14 November for Honolulu, T. H.; permanent station.

CG-83372

Directed to be transferred to Navy Department.

CG-83408

Sold at yard on 5 November 1947.

IVY (WAGL-329)

Arrived new permanent station, Miami, Fla., on 22 November.

WILLOW (WAGL-332)

Arrived new permanent station, San Juan, P. R., on 20 November.

TRILLIUM (WAK-170)

Permanent station changed from Honolulu, T. H., to Guam, effective 19 November.

NETTLE (WAK-169)

Permanent station changed from Honolulu, T. H., to Kwajalein, effective 19 November.

LIGHTSHIP 81 (WAL-507)

Designated Boston Lightship on 17 November.

LIGHTSHIP 114 (WAL-536)

Designated Relief Lightship on 17 November.

CG-83482

Permanent station changed from Kahului, Maui, T. H., to Honolulu, T. H., effective 18 November.

CG-72301

Sold on 14 November to B. L. Raymond of West Palm Beach, Fla.

AIR PETREL (WAVR-448)

Sold on 20 November 1947 at yard.

UNALGA (WAK-185)

Authorized to be retained in commission until 30 June, 1948.

SPRUCE (WAK-246)

Authorized to be placed out of commission, in reserve, for 6 months at Moorings, Kennydale, Wash.

STORIS (WAGL-38)

Placed in reduced commission and granted extended availability at yard.

CG-65002

CG-65301

On 28 November, ordered prepared for disposal.

ALDER (WAGL-216)

Declared surplus to the needs of the Coast Guard. Vessel now stored at Moorings, Kennydale, Wash.

WHITE PINE (WAGL-527)

Towed by *Nike* (WPC-112) from Orange, Tex., to Miami, Fla.

PULASKI (WSC-149)**RELIANCE (WSC-150)**

Decommissioned on 13 December at Moorings, Kennydale, Wash. Vessels are now stored pending disposal.

WHITE HOLLY (WAGL-543)

Placed in commission at Astoria, Oreg., on 1 December. Permanent station of vessel is Ketchikan, Alaska.

GRESHAM (WPG-387)

Placed in commission at San Francisco, Calif., on 1 December.

MOHICAN (WYT-73)

Changes from "in commission in reserve" to "operational" on 2 December. Assigned RFS and afloat training through 13 December.

CEDAR (WAGL-207)**BITTERSWEET (WAGL-389)**

Permanent station changed from Ketchikan, Alaska, to Kodiak, Alaska, effective 2 December.

STORIS (WAGL-38)

Permanent station changed from Boston, Mass., to Curtis Bay, Md., effective 1 December for duration of extensive repair availability period.

UNALGA (WAK-185)

Permanent station changed from Ketchikan, Alaska, to Seattle, Wash., effective 1 December.

WHITE PINE (WAGL-527)

Accepted from Navy at Orange, Tex., on 5 December.

CHANGES IN ASSIGNMENT

The following changes in assignment were made during the week ending November 14:

Commander Arthur G. Morrill, *Androscoggin* to Headquarters.
Commander Rufus E. Mroczkowski, 9CGD to *Androscoggin* (CO).

The following changes in assignment were made during the week ending November 28:

Capt. George W. Callbeck (R), Mar. Insp., Philadelphia, Pa., to Headquarters (MMS) (pending furas).

The following changes in assignment were made during the week ending December 5:

Lt. Comdr. Louis O. Engell, *Chautauqua* to 12CGD Office (temp. duty pending furas).

Lt. Comdr. William LaRoue, Academy to *Spencer* (eng.).

RETIREMENTS

Effective 1 December, 1947

FOR PHYSICAL DISABILITY

Name and present rank:

Retired rank

John D. Balderson, Lieutenant Commander Lieutenant Commander (R).

Martin E. Denash, Lieutenant Commander Lieutenant Commander (R).
(R) (inactive).Andrew J. Kelley, Lieutenant Commander Lieutenant Commander (R).
(R).

George Little, Electrician..... Lieutenant Commander.

Paul V. Long, C. M. M..... Lieutenant.

Charles N. Sanford, C. M. M..... * C. M. M.

FOR 30 YEARS' OR MORE SERVICE

Name and present rank:

Retired rank

Dock G. Clementson, Lieutenant Commander..... Lieutenant Commander.

Eddie B. Mason, Lieutenant..... Lieutenant Commander.

FOR AGE (62 YEARS)

Name and present rank:

Retired rank

Oscar J. Peterson, Carpenter..... Lieutenant Commander.

Effective 1 January, 1948

FOR PHYSICAL DISABILITY

Name and present rank:

Retired rank

Miles W. Hopkins, Chief Radio Electrician..... Lieutenant Commander.

*May be advanced on retired list to Ch. Mach., under Sections 8 (a) and 10, PL 305.

ORDERED HOME PENDING RE-
TIREMENT FOR PHYSICAL
DISABILITYBoatswain Harold R. Rodgers.
Machinist Joseph H. Coon.ORDERED HOME PENDING
RETIREMENT

Commodore William H. Barton.

DEATHS

Lt. Comdr. William M. Wolff (Ret.), on
November 18, 1947.

